

SHAMROCK III. IN DRY DOCK.

TO BE MEASURED THIS MORNING
AND THEN HAVE A TRIAL.

It is expected that the Challenger's Waterline will be shortened and the Yacht Get More Time Allowance—Rehance's Gaff Being Strengthened.

The Shamrocks III. and Shamrock I., on which the sailors are now living, were towed up from Sandy Hook yesterday morning to the Erie Basin, where the challenger was put in the Boston Dry Dock for a cleaning and to have some of her rivets hammered up. A few rivets in the starboard bilge had worked loose in the pounding she got in the choppy sea in last Saturday's race. The boat was not at all foul, but Mr. Fife thought that it would be better to have her cleaned and overhauled again and so keep her in the finest possible condition for the races that are still to be sailed.

The men did not seem to be at all discouraged by defeat. They did not make any excuses except that it was never asserted that Shamrock III. was in a strong breeze. Her best weather is a wind from eight to twelve miles an hour, and every one hopes she will have an opportunity to show what she can do under the conditions that are supposed to be her strongest. The Shamrock I. was moored outside the dock, and is now used as the tender. Capt. Wringe was in charge of the challenger, but he declined to say anything about Saturday's race or the performance of the Reliance.

The Reliance went out for a short spin at Sandy Hook early yesterday morning, and then the gaff was unsprung and put on board the tender. The tender, which is the Erie Basin, where it is to be strengthened with some diagonal frames. Capt. Nat Herreshoff was on the Sunbeam, and he marked where the strengthening parts are to be put and carefully supervised the work. He had nothing to say about the race except that the Reliance had come up to his expectations and that he expected she would continue to do well.

Sir Thomas Lipton came up on the Erin later in the day. The yacht had been to Sea Gate, and some of the party, including the Earl and Countess of Shaftesbury, attended divine service on board Countess Dowry's schooner yacht Thistle. Gerrit Smith headed the organ at the service. The service was conducted by the Rev. D. Parker Morgan of the Church of the Heavenly Rest, and twenty-five members of the church choir rendered the music. A collection was taken and \$127.00 was subscribed for the Mariners' Family Assn. on Staten Island.

Then the Earl and Countess of Shaftesbury paid a visit to Grant's tomb, while Sir Thomas went to the Erie Basin to look at the yacht. He seemed to be rather determined as ever to make as game a fight as possible to the finish, and will not admit that the Reliance is the better boat until the last race has been sailed. He spoke highly of the defending yacht and admitted that under the conditions that prevailed on Saturday she is undoubtedly the better boat.

"I had no idea that the Reliance could run so fast and handle so well," said the Shamrock skipper, who added that the Shamrock was almost as well, at least off the wind as the American boat, he said. "The Reliance was beautifully sailed, and Capt. Barr and his men completely out-generaled Capt. Wringe. It was a strange coincidence that at the start on Saturday the two yachts were practically in the same position as when they started on Thursday. I understand that the Reliance is very fast reaching, and so I anticipate that on Tuesday we will have the hardest job yet to win with the Shamrock."

Speaking of the anchor and cable episode Sir Thomas said:

"That was all a misunderstanding. It was known by Mr. Iselin and Mr. Mower that the yacht did not have her anchor and cable on board, as I understand it, and they acquiesced in the arrangement. On the morning of the first race (Col. Shannon Crawford called through the megaphone to Mr. Iselin and told him that the Shamrock had no anchor and cable on board and later the Challenge Committee notified. Of course, when the committee said that the yacht must carry one it was put on board and ballast equivalent in weight was removed. The yacht will be measured to-morrow morning and it will be all right."

The yacht will be measured at 9 o'clock. Mr. Mower will do the measuring, and this time the work will be watched by ex-commodore Ledyard, who is chairman of the challenge committee; N. G. Herreshoff, C. Oliver Iselin, Col. Shannon Crawford of the Royal Yacht Club, William Effe, Sir Thomas Lipton and the regatta committee.

It is expected that when Mr. Mower takes the waterline length it will be found that the Reliance has lost about a foot, but that she will be much shorter than the Reliance and consequently get a much larger time allowance.

As soon as the measuring is done the Shamrock will go out sailing to try some sails. It is very probable that she will bend on another mainsail.

The sail she carried on Saturday fitted very poorly. It got wet on Thursday in the rain squall and when it dried it pulled out of shape. The club topsail will be reefed before the start.

Last night Sir Thomas Lipton, the Earl and Countess of Shaftesbury, Howard Gould, Gen. and Mrs. Corbin, Gen. and Mrs. E. D. Neill, J. C. Wilson and Commodore Robert E. Tod dined at the Oriental Hotel.

Now that it looks as if Sir Thomas would fail in his third attempt to lift the Cup, there is talk of other challenges coming. The Canadian yachtsmen have envious eyes on the famous trophy. The Canadians have tried twice to win it and failed. Two years ago there was a Canadian yacht being formed and having a yacht built, but the trouble was that there was no designer in Canada capable of turning out a racing 90-footer and no shipyard capable of doing the fine work necessary on a big racing yacht.

Capt. Arthur G. Pennefather of the Royal Yacht Club of Toronto has been watching the races and he says that Canadian yachtsmen already have pledged \$100,000 toward a challenge and that the challenge when it comes will be from the Royal Halifax Yacht Club. The yacht will be manned by amateurs who are enthusiastic about the contest.

This, it is argued, will reduce the cost of running the yacht. The Canadians are no better equipped to turn out a 90-footer now than they were two years ago and this may end in talk.

New York was the fifty-second anniversary of the winning of the America's Cup by the America at Cowes. The day was celebrated in rare style by American yachtsmen. ROUELLE, AUG. 23.—Mr. Iselin today, in speaking about Saturday's race, said he considered it a magnificent test and that it proved that the Reliance was the better boat. He said he did not see the slightest doubt that the Reliance would win on this side of the Atlantic. This evening he left for the New York Yacht Club to confer with some of the members there.

MASTER RELIANCE ISLIN?

Iselin Baby May Get That Name—Sir Thomas to Be at the Christening.

NEW ROCHELLE, Aug. 23.—It was reported at All View, the home of C. Oliver Iselin, to-day, that plans are being made for a christening party for the Iselin baby there at the conclusion of the yacht races, and that Sir Thomas Lipton will be a guest of honor. On this occasion there will be, it is said, a dinner which will be attended by all the members of the Iselin family and Mrs. Iselin's parents, Mr. and Mrs. William Goddard of Providence, R. I.

The younger generation of Iselins, it is reported, are clamoring to have the little boy called after the Reliance, if the Reliance wins the races. It was said to-day at the home of Mr. Iselin that a name for the baby had not been selected yet.

Mr. Iselin reached All View this afternoon, having sailed up to New Rochelle on a private steam yacht. He spent several hours with Mrs. Iselin and entertained a few friends. Among the callers were his brother-in-law, Col. Delancey Kane, Mrs. Kane, Woodbury Kane and Mr. and Mrs. Goddard.

ENGLISH YACHTSMEN DUBIOUS.

Cannot Imagine in What Sort of Weather Sir Thomas Expects to Win.

Special Cable Despatch to THE SUN.
LONDON, Aug. 24.—The newspapers and yachting experts here admit that Saturday's race between the Shamrock III. and the Reliance makes the ultimate victory of the British boat very unlikely. They cannot imagine in what kind of weather Sir Thomas Lipton expects to win. The Morning Post thinks that even had the Shamrock III. been handled the better and had she led to the outer mark she would have been beaten by the magnificent running powers of the American boat. The Daily Mail says the result is deeply disappointing, yet a steady eight-knot breeze may give Sir Thomas an opportunity which the strong wind on Saturday lost him.

DOWIE'S SIEGE OF NEW YORK.

Its Purpose Will Be to Convert the Captains of Industry.

CHICAGO, Aug. 23.—To save the "Captains of Industry" will be the primary object of John Alexander Dowie's invasion of New York with 3,000 Zion restorationists. "Elijah the Restorer" does not intend to save the captains from financial disaster, but will devote the efforts of his army to their spiritual welfare. He describes them as "twentieth century buccaners floating stashed on Wall Street instead of sailing rickshaws on the Spanish Main."

Dowie, in Zion Tabernacle, Zion City, Ill., to-day declared the first of the series of sermons on evangelistic tactics preliminary to the siege of New York. He said that 3,000 restorationists—most of them Jews—will be in the city. "We will come down on New York—the metropolis of America, perhaps I had better say the United States—and they will know Dowie is coming," he declared. "From Madison Square we will lay siege to the greatest city in the world."

"I will have thousands in Madison Square Garden at 9:30 in the evening morning to hear me expound the Ten Commandments, though the New York ministers can get only a yawning handful at their Sunday services. "New York is the seat of every wickedness and the seat of every sin in this country. New York is preeminent in all things. So we must plan most carefully to conquer it. We have no time to lose. We must be there this time, but our greatest fight is coming."

"Instead of being called the thieves that they are, the New Yorkers will be called the robbers who commit highway robbery. The man who commits highway robbery has more chance for his soul than the speculator on Wall Street. Let us look in the great centers where men and women have ceased to care for the church and worship the golden god of the double eagle."

ITALIAN ROBBERS ARRESTED.

They Beat a Woman and Got \$3,200 and Robbed Many Others.

MOUNT VERNON, Aug. 23.—In the arrest of Luigi Damiano of 167 Mount Street, New York, who posed as an Italian nobleman, and Bernard Deiana, a saloonkeeper of Grant street, the police of Mount Vernon say they have captured members of a band of Italian robbers who have robbed several rich Italians in Westchester county.

The police asserted that he told the robbers where his aunt kept her money, which represented the savings of a lifetime. Damiano would never have been arrested if it were not for a rival in love had not told the whole story to the police. Damiano, who is in love with the wife of a tailor in Manhattan, had planned to elope with her, but she was already married to a man with the same name, heard of his intentions and caused his arrest.

"DON'T TELL MAMMA I'M HURT."
What a Little Girl Said After S. B. Bowman's Automobile Hit Her.

Sidney B. Bowman, president of an automobile company at 52 West Forty-third street, was riding up First avenue on his way to the East Thirty-fourth street ferry last night when his machine hit Agnes Pickett, 6 years old, of 659 First avenue, and knocked her down.

The little girl lay as if dead until after Bowman had stopped his machine and jumped out to care for her. Then she suddenly jumped up and said, "I just hurt my arm, please don't tell mamma because she told me not to run away from home." The automobile took the little girl home where it was found she had slight bruises on the right arm and was suffering from shock.

MAN WITH CORK LEG DROWNED.

Body Found by Pier Watchman—Receipts for W. H. Keyes in Dead Man's Pocket.

Charles Chisney, a watchman on Pier 4, East River, saw what appeared to him to be a human foot sticking out of the water in the slip yesterday afternoon. He investigated and found that it was a foot, but the foot was artificial.

When Chisney pulled it out a cork leg followed and then the body of a man that had been floating just below the surface. The man appeared to be about 45 years old, 5 feet 8 inches high and weighed about 160 pounds. He was dressed in a dark suit, two-piece suit, together with a watch-box, knife and some coins.

The artificial leg was made by George Fuller of Rochester, N. Y.

Barnett's Extract of Vanilla.
Prepared from selected Vanilla beans, warranted.

See advertisement on page 4.

SLENDER HOPE FOR THE BLIND,

BUT A HOPE, NEVERTHELESS, IN TREATMENT WITH RADIUM.

Little Spitznadel's Case Raises the Question Can a Dead Optic Nerve Be Revivified?—Hers May Be Merely Paralyzed—Oculists Are Keenly Interested.

The case of Little Spitznadel, the eleven-year-old girl who, after being blind since she was 3 years of age, has had her vision restored in some small degree by the use of radium in conjunction with X-rays, has excited the greatest interest among oculists in this city. They say that if the effect of the stimulation of radium is permanent, the discovery is by far the most important that has been made in years.

A number of oculists who were seen yesterday agreed, however, that both Dr. Anon Jenkins, who conducted the experiment on the child, and William J. Hammer, the expert in radium, were right in maintaining that it would be cruel to hold out any idea that a cure for blindness had been discovered without some further proof than that afforded by the case of the Spitznadel girl in its present stage.

The exclusive publication of the story in THE SUN yesterday of the experiments on the child caused no end of excitement among the little girl's playmates, none of whom knew anything about the experiments that had been tried on her or of their effect. By direction of her mother and sister, the child has carefully concealed the facts about her slight recovery of vision, and so the first her playmates and neighbors knew of it was when they read it in THE SUN yesterday. There was immediately a rush of friends to congratulate the child, but they were not allowed to see her.

When a SUN reporter called at the Spitznadel house, 314 East Fifty-second street, yesterday afternoon, the blind girl was playing around the parlor with two other children. She is an extremely pretty little girl, with long black curls and wide open hazel eyes. She seemed happy and contented, but her sister would not allow the reporter to talk with her.

"We are very sorry about the publication of this thing," said the sister. "We wanted to keep it quiet for the present. We fear it may be exaggerated. As a matter of fact, although some progress has been made with Little, it is nothing on which we can base positive hope for her complete recovery, and we do not want to get our hopes up, or the little girl's either."

"It would be cruel to allow her to think that she will recover her sight, when we have nothing but the experience of the last two or three days to justify us. It may all wear off and nothing come of it. It will be time for us to talk about it when there is a real recovery."

"I admit that the experiment with radium under Dr. Jenkins' direction has worked a marked change in Little just now. But there is nothing more to say about it. We are very sorry that even that much got into print. She is only a child, and a little blind girl, and there is no reason why she should be of interest to anybody."

Mrs. Spitznadel, the child's mother, said that when the girl was stricken with meningitis she was completely paralyzed, but had gradually got rid of the affliction everywhere save in the eyes. Occasionally, before the experiment with radium, said Mrs. Spitznadel, the child would declare that she saw flashes of light, but they were never able to determine if this was imagination.

The mother said she believed that the use of radium and the X-rays had hastened the gradual wearing away of the paralysis of the optic nerve, and that this was the explanation of the child's partial recovery of vision. Oculists said yesterday, however, that if the girl did not respond to the test of burning magnesium ribbon in front of her eyes she must have been totally blind at the time of the experiment.

The blind girl is perfectly healthy and apparently perfectly happy. She is still able to see passing objects as shadows, and her vision improved very slowly, it improves at all, and there is no way of telling how long the improvement in her will last. Dr. Jenkins, who has charge of the child, said he would not declare that she had another patient in the house in which she lives, and as he is very much interested in the European experiments to cure blindness with radium, he has conducted the case so far purely in the interest of science, obtaining no compensation.

Dr. Herman Knapp, who pronounced the Spitznadel girl totally blind eight years ago, after her attack of meningitis in the childhood, said he was not sure. His son, Dr. Arnold Knapp, who is also a well-known oculist, was seen yesterday and asked about the case. He said:

"When I saw the account in THE SUN I immediately tried to find out the case in my father's list of private patients, but could discover no record of a patient of that name. I infer from this that my father treated one of the girls in the case with which he is connected. In that case he would not have recorded her name."

I am not prepared to comment on the case with the exception of the fact that I have of it, but I would say that any report that a positive cure for blindness has been discovered will entail endless suffering to the blind, and will bring for some discovery which will restore their sight to them."

The experiment of burning magnesium ribbon in front of the eyes is a very strong one. I should like to see a case where there was no response to such a test, the optic nerve was absolutely dead.

An optic nerve that is entirely dead, like that of a dead limb, can never be restored to life. Therefore, it is hard to understand, without our knowing all the facts, just how radium, or anything else, could restore sight, even slightly, to a child. The optic nerve may not have been dead, however, but merely paralyzed, in which case anything is possible."

Dr. Jenkins said yesterday whether the child will be subjected to further experiments. It all depends upon the developments of the next few days. He is now waiting for a paper on the case, which he will read shortly before the Academy of Medicine.

TRAIN WRECKERS TWICE FAIL.

Used Dynamite in One Attempt and Left a Switch Open in the Other.

KANSAS CITY, Mo., Aug. 23.—Attempts were made to wreck two passenger trains on the Missouri Pacific Railroad near Quindaro, Kan., last night. A charge of dynamite was exploded at 10:14 o'clock under the engine of train No. 10, from St. Joseph, and a switch was opened for outbound train No. 51.

The latter train was uninjured and the incoming train escaped with only the head-light and the cab windows shattered. The dynamite was put on the track at Big Eddy, a crossing north of Quindaro. When the train reached that place it was running fifty miles an hour. There were about forty passengers on the train.

Limited number of tickets for tomorrow's Yacht Race trips. Plymouth and RICHARD PERCIVAL available at 241 River Street, Pier 19, N. R. Purchase to-day and avoid disappointment. See advertisement on page 4.

ELEPHANT AT THE DENTIST'S.

Chased the Dentist's Man Upstairs, but Stuck Fast in the Door.

A queer looking procession moved up Sixth avenue yesterday afternoon. Just what it was no one seemed to know. The policemen along the avenue described it as a "jay circus." The outfit consisted of three men, two mules drawing wagons, four billy goats and an elephant that trailed along in the rear.

At Sixth avenue and Thirty-sixth street there is a dentist's establishment. The dentist, in addition to advertising his business by fancy signs, has a gayly dressed negro on the sidewalk to hand out cards to pedestrians. The negro is known along the avenue as "Jim Cards." Yesterday Jim's raiment was particularly gay. He wore a tall hat with a red silk band and a bright red spike-tail coat. His trousers were of the "Uncle Sam" variety.

The elephant got one look at Jim, and then with a snort made for the card man. The negro fled up the stairs, four steps at a time. He didn't stop in the dental parlor. Instead he went to the roof and hastily discarded the hat and coat.

Meanwhile the elephant was trying to follow. He got his head and trunk into the doorway. There he stuck fast, snorting and squealing so loudly that people for two blocks around ran out to see who was being so noisy.

Jim peered over the roof, but of course the elephant didn't see him. All the same he stamped and shook his frame so much that a negro in the street yelled to Jim: "Yoh got off dat roof. He's done gwine to tore de house down."

Jim travelled to another roof but soon the men in the procession tackled the elephant with hooks and got him out of the doorway. It took much prodding to get the beast to continue up the avenue, but at the time he reached Thirty-fourth street he seemed to have forgotten Jim and was along peacefully.

An hour later the negro came down and resumed his work, but he kept his eyes alternately up and down the avenue to be sure not to be taken by surprise again.

"Ah wonder what dat old fool elephant wanted up 'ere," said he. "Ah never said anything wrong 'bout him. Fact ah nevah would harm no 'bout him."

ERSTEIN THE DARK CAR'S FARE.

A Story That He's Been Testing the Policemen on Vehicle Lights.

Bicycle Policemen Dobes came across a delapidated cab in Fifth avenue between Thirty-sixth and Thirty-seventh streets early yesterday morning. The driver was asleep on the box and the vehicle had no lights.

"Hey, your lamps are out," yelled the cop. "There are lights enough on Fifth avenue," grumbled the driver, but he lighted up. As he was doing so, a very alert-looking man jumped out to the pavement, paid his fare, and followed Dobes down the street.

"I've been driving this cab for two nights all over the whole city for two nights and you're the first officer that's spotted us so far," he said.

The man who had been in the cab then walked away. The cabby said his fare was Deputy Police Commissioner Erstein. Dobes is wondering if that is true.

RIDE STEALER KILLED.

Motorman, Who Wasn't to Blame, Made to Ride in Wagon With Victim's Body.

Charles Liebel, 11 years old, of 1434 Vyas avenue, The Bronx, was run over and killed at West Farms Square yesterday afternoon. A crowd of about two thousand people waiting for cars for Bronx Park saw the accident. The boy was stealing a ride on the rear of a northbound car and, seeing an inspector as the car neared the junction, he jumped in front of the car, across the case accidentally. When the patrol wagon arrived the body of young Liebel was placed in it and so was Fay. The motorman, raving like a madman, begged and pleaded with the policemen to let him go to his station or to a trolley car, as he didn't want to ride with the body. The cops hustled him in the wagon despite his protests and the crowd of onlookers jeered the police.

WASHED ON A ROCK.

Two Men Lost Their Lives and a Third Is Saved by the Waves.

NARRAGANSETT PIER, R. I., Aug. 23.—In an attempt to cross Narragansett Bay in a small rowboat, Frank Stoughton of New York, an employee of T. H. Hazard, Jr., at the pier, lost his life by drowning last night. Stoughton was accompanied by two Swedes who were employed by James Northup. One was drowned when the boat capsized and sank in the river with Stoughton. The other Swede managed to reach Gull Rock in Narragansett Bay, where he clung almost exhausted. A wave washed him off the rock and there he clung until daylight. This morning he was discovered by Patrolman Tucker, who was walking on the beach.

The life-savers went to the rescue of the Swede, and he was at last brought ashore from his perilous position.

SMALL BOY SHOTS HIS FATHER.

It's Accidental, but Little Philip Hears Murder Trail and Flees to the Roof.

Philip Klein, a 9-year-old, found a revolver under the pillow of his father's bed in their home on the sixth floor of a tenement at 38 Suffolk street yesterday afternoon. The boy paraded about the house flourishing the revolver. The elder Klein attempted to take it from the boy and in some way the little fellow's fingers got mixed up with the trigger and pulled it. The elder Klein received a severe wound in the right forearm.

A rumor was soon current in the tenement that a murder had taken place, and all hands rushed from their rooms to the street and talked about the matter.

The boy got wind of this and took to the roof, where he was later found by a policeman. The boy's father explained the shooting, and no arrest was made.

HIT BY A BASEBALL AND KILLED.

While playing in the baseball game here yesterday, John B. Steagle, the twelve-year-old son of a fruit merchant, was struck in the side by a batted ball and died in an hour.

Look for the name Kremata on the back of the collar button. If you want the best—Ad.

NEWSPAPER TRAIN DITCHED.

ENGINEER LILLEY AND FIREMAN CONLEY KILLED.

Messengers of Four New York Newspapers Injured—The Accident Due to the Recklessness of the Engineer in Trying to Make Up for Lost Time.

UTICA, Aug. 23.—The recklessness of Engineer Robert Lilley of Albany in attempting to make up lost time with the Sunday newspaper train on the New York Central resulted in the train going into the ditch on the outskirts of Little Falls this morning and in the loss of two lives, while a number of other persons aboard the flyer suffered painful injuries.

The dead are Engineer Robert Lilley of Albany, married, and Fireman Thomas Conley of Amsterdam, single.

The injured are: Edward Dorf, New York World messenger, left collar bone broken; Charles E. Dutton, New York Sun messenger, severe scalp wounds; Emanuel Manson, Rochester News Bureau, severely bruised; Robert Newman, New York Journal messenger, suffering from sprains and shock; Dennis Cronin, New York Herald messenger, hips injured; Gus Nevill, New York Journal messenger, bruised; W. C. Shay and E. Lamphere, Buffalo, brakemen.

The train, made up of three express cars and a locomotive left New York at 3:02 o'clock this morning in charge of Conductor Ehrhardt of Buffalo. It left Albany at 4:05 o'clock and made scheduled stops at Schenectady, Amsterdam and Fonda. Engineer Lilley was making his first run with the train and circumstances would indicate that he was recklessly anxious in maintaining his schedule, which called for a high rate of speed.

At Amsterdam and Fonda Lilley ran past the stations and was compelled to back a considerable distance in each instance. Conductor Ehrhardt is reported to have warned him about maintaining such excessive speed, but, as it developed later, the train approached Little Falls Lilley made no apparent effort to check its lightning speed, although he was supposed to slow down to permit several bundles of newspapers to be thrown off.

The messengers in the cars were at the doors ready to toss the bundles when the train, speeding seventy miles an hour, struck the curve at the Gulf bridge, one-quarter mile east of the Little Falls station, and the locomotive, tender and the first car plunged across the track into the ditch.

Engineer Lilley was buried under the locomotive and his life crushed out of him instantly. His head was found fifty yards from the spot where his mangled body was picked up. Fireman Conley's neck was broken and he died in a few minutes.

The escape of the newspaper messengers from death was miraculous. The heavy bundles of papers acted as cushions when the fearful impact came and saved their lives. Messengers Dorf of the World and Dutton of the Sun were in the cars which was directly behind the tender and which followed the locomotive into the ditch. They were buried in the wreckage, but worked themselves free, and with the other injured were removed to a hospital and their wounds treated.

Engineer Lilley, in rounding the curve at a high rate of speed, disobeyed a rule of the road. The curve is considered one of the most dangerous along the line of the New York Central. After the accident the consist of the locomotive was found wide open, but the brakes were set.

Lilley was for fifteen years a freight engineer, but for the past year and a half he has run passenger trains. He was considered ordinarily careful, but the newspaper messengers aboard the train this morning united in characterizing his initial run with the newspaper special to Utica as exceedingly reckless from the moment he opened the throttle at Albany until the train went into the ditch at Little Falls.

Conductor A. O. Douglas of Little Falls would not inquire. It is known that the train was seven minutes behind schedule at the time of the accident. The property loss to the New York Central consists of a badly wrecked locomotive and three cars, and the tearing up of a considerable stretch of track.

DUNN CONSULTS THE PRESIDENT.

A Conference at Oyster Bay Over Mayor Low's Renomination.

OYSTER BAY, N. Y., Aug. 23.—It came out here to-day that Col. George W. Dunn, chairman of the Republican State Committee, had a brief conference with the President at Sagamore Hill last night. Col. Dunn's name was not down on the list of guests given out at the executive office on Saturday and nothing was known of his presence until this morning. He arrived about 8 o'clock last night and left two hours later.

No official statement of the purpose of Col. Dunn's visit has been obtained here, but it is reported that he had a conference with the President about the political situation in New York city.

The President and Col. Dunn both want to see Mayor Low run again and it was said that they talked matters over relating to his nomination.

To-morrow will be New Jersey day at Sagamore Hill. Gov. Franklin Murphy and Senators Kean and Dryden will be the principal callers at the President's home. They come to talk over the political situation in their State, and also to ask the President to visit the Sea Girt rifle range during a tournament there.

THE GOULDS AT SAGAMORE HILL.

Mr. and Mrs. George J. Gould Drive to the President's Home.

OYSTER BAY, N. Y., Aug. 23.—President Roosevelt attended church this morning and spent the rest of the day quietly at home. Among the visitors who went to Sagamore Hill to-day merely to see the President's home were Mr. and Mrs. George J. Gould.

Mr. Gould's turbine yacht Emerald came to anchor in the entrance of the bay early this morning, and late in the afternoon Mr. Gould and Mrs. Gould came ashore, and hiring a livery rig, took the drive out along the Cove road to the President's place. They did not stop at the house.

KILLED BY A FREIGHT TRAIN.

Brussel Was Run Down Just After He Had Left an Automobile Party.

RYE, N. Y., Aug. 23.—Elbert Brussel of Larchmont, who is said to be an electrical engineer, was run down by a New York, New Haven and Hartford freight train here last night. He died as the result of his injuries early this morning.

Brussel came to the station in a big automobile containing two women and two men, Sol. Liechtenstein and a Mr. Seidenberg. Just as they got there the train for Larchmont came in, Brussel ran for it and got in front of the freight train. His car was cut off at the ankle and one shoulder was badly hurt.

Remember, all R. R. tickets bet. N. Y. and Albany are good via Day Line Steamers. Made—Ad.

MISS BRYAN IN CHARITY WORK.

Daughter of the Former Candidate to Join Hull Home Staff.

CHICAGO, Aug. 23.—Mrs. W. J. Bryan and daughter, Miss Ruth Bryan, on Saturday left for their home at Lincoln, Neb., after having spent several days in this city. One of the objects of the trip was a visit to the Hull House Settlement, conducted by Miss Jane Addams the sociologist. It is the intention of Miss Bryan to take up settlement work and become a member of the Hull House staff early in the fall.

YOUNG SOLDIER A SUICIDE.

A Postal Card Said His Wife Would Be "Floating Down the River."

Joseph Redfern, who was a young member of Troop H, Second United States Cavalry, was found dead early yesterday morning in a room which he engaged at the Delaware Hotel, Hoboken, on Saturday night. The gas in the room was turned on full.

A postal card, bearing the photograph of a woman, was found in his clothing. The postal card contained two inscriptions reading:

"Joe I will be floating down the river to-morrow when you get this, so bye-bye," and "DEAR, DARLING JOE: I am putting this in your pocket for you, so Joe, I will follow you. Your Wife."

Underneath the picture of the woman was written, "Mrs. Joseph B. Redfern."

Redfern left Fort Myer, Va., on Aug. 17, on a furlough of two weeks, to visit his mother at Secaucus, N. J. A brother of Redfern, who viewed the body at the Hoboken morgue yesterday afternoon, said that the members of the young soldier's family were not aware that he was married.

HOW HE FELT 300 FEET.

A Story by Aeronaut Mason, Who Crashed Into a Hot House.

Something went wrong with "Capt. Frank A. Mason's" parachute as he was falling from his balloon at the closing of the big volunteer of the New York Plate, deutsche Verein at Union Hill, N. J., yesterday. He fell from the parachute into the glass-covered hothouse of Henry C. Steinbock at the Boulevard and Boies street, West Hoboken.